

Transportation - Road Operations

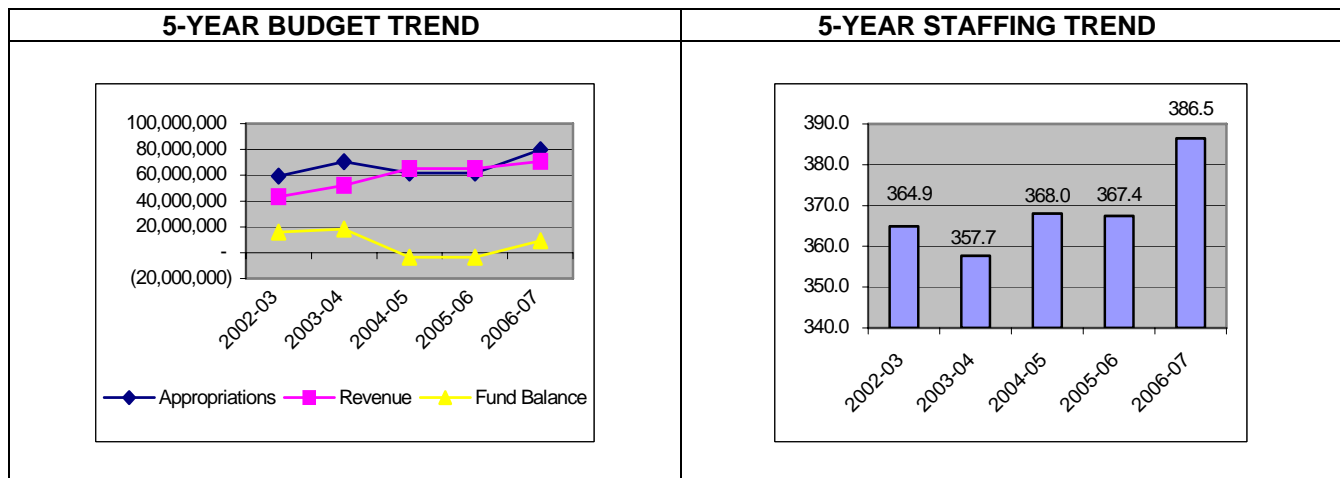
DESCRIPTION OF MAJOR SERVICES

The Transportation Division is responsible for the operation, maintenance, and improvement of the county's road system that currently includes approximately 2,830 miles of roadways. Additional activities include administration, planning, design, construction, and traffic operations.

The division's routine maintenance activities include patching and crack filling on approximately 7,500 lane-miles of asphalt pavement, grading of 533 miles of unpaved roads, shoulder maintenance, snowplowing of over 300 miles of mountain roads, traffic signal maintenance at 56 intersections, roadside weed abatement in urban areas, traffic sign and pavement striping maintenance throughout the system, storm repairs and cleanup, maintenance of 380 bridges and thousands of concrete box and metal pipe culverts, as well as maintenance of drainage facilities such as inlets, ditches, dikes, and gutters. Maintenance functions are provided through 13 yard districts with regional facilities located to best serve the 20,000 square-mile area of the county.

Road activities are funded almost entirely from highway-users sources (primarily from state and federal fuel taxes), local transportation funds generated by sales tax revenues (Measure "I"), and development fees (the department has established nine transportation fee plan areas throughout the county to collect funds for the purpose of managing the impacts from new development). Construction of major improvements (such as new roads, bridges, or adding of lanes) is limited to a few projects per year based on available funding.

BUDGET HISTORY



PERFORMANCE HISTORY

	Actual 2002-03	Actual 2003-04	Actual 2004-05	Modified Budget 2005-06	Estimate 2005-06
Appropriation	42,024,558	45,272,552	57,608,930	61,674,124	61,760,474
Departmental Revenue	42,787,825	39,846,444	40,044,246	65,193,983	74,518,225
Fund Balance				(3,519,859)	
Budgeted Staffing				367.4	

Revenues for 2005-06 are expected to be approximately \$9.3 million greater than originally budgeted primarily due to the following:

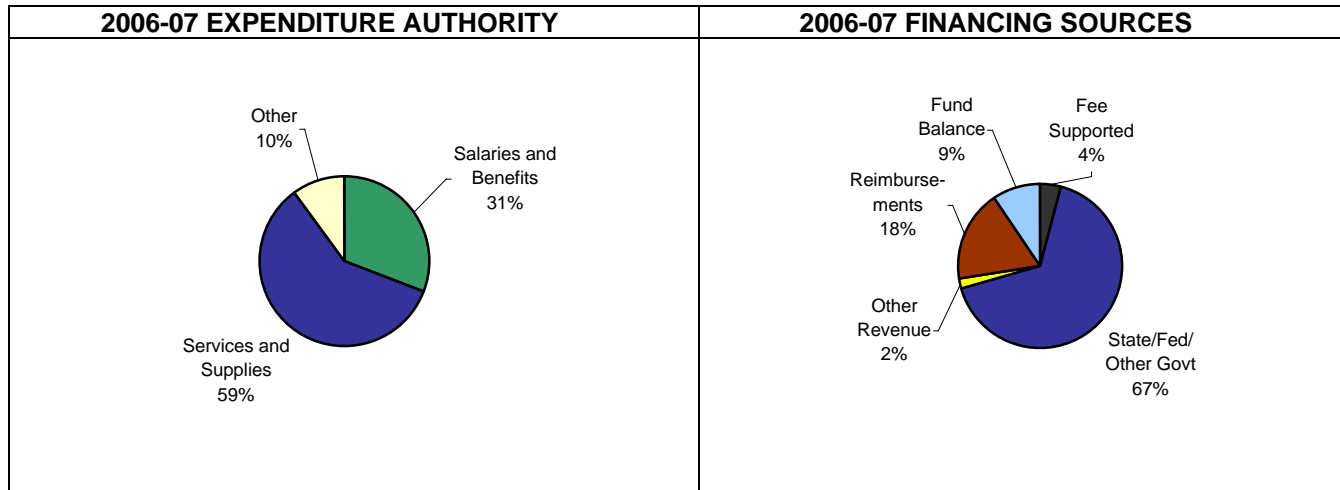
- Reinstatement of Traffic Congestion Relief Funds (AB2928) from the State of approximately \$6 million.
- \$7.5 million from the county general fund (approved by the Board of Supervisors on November 1, 2005) for several road projects.
- \$4.5 million reimbursement from Risk Management for previous overpayment.
- \$3.5 million loan approved by the Board of Supervisors to cover road repair projects resulting from the storms of 2003-04.
- Unanticipated increase of local transportation funds of approximately \$1.5 million.
- \$1.2 million in developer fees that have been deposited with the county for future road improvement projects.

The above increases are being partially offset by the following estimated reductions in revenue for 2005-06:

- Approximately \$13.0 million less than the amount budgeted from state and federal agencies due to projects being deferred until 2006-07.
- \$2.0 million less from other agencies for fewer joint participation projects than anticipated.



ANALYSIS OF PROPOSED BUDGET



GROUP: Public and Support Services
DEPARTMENT: Public Works
FUND: Road Ops Consolidated

BUDGET UNIT: SAA, SVF, SVJ, SVK, SVL SVM
FUNCTION: Public Ways and Facilities
ACTIVITY: Public Ways

	2002-03 Actual	2003-04 Actual	2004-05 Actual	2005-06 Estimate	2005-06 Final Budget	2006-07 Proposed Budget	Change From 2005-06 Final Budget
Appropriation							
Salaries and Benefits	17,438,674	23,121,344	21,437,225	27,338,883	28,193,756	30,158,751	1,964,995
Services and Supplies	19,689,169	22,674,137	30,481,955	33,556,170	34,639,497	57,344,328	22,704,831
Central Computer	144,783	104,774	167,621	189,262	191,571	236,007	44,436
Other Charges	245,913	1,181,292	533,803	861,726	2,471,200	2,111,847	(359,353)
Land and Improvements	55,618	4,357	94,196	488,000	738,000	530,000	(208,000)
Equipment	233,798	127,627	317,656	337,135	719,500	785,500	66,000
Vehicles	1,036,544	1,918,873	3,514,825	1,466,560	1,527,000	2,767,000	1,240,000
L/P Struct/Equip/Vehicles	645,978	734,821	880,312	960,000	960,000	1,475,000	515,000
Transfers	1,317,512	773,008	930,196	2,031,226	3,215,371	2,155,488	(1,059,883)
Total Exp Authority	40,807,989	50,640,233	58,357,789	67,228,962	72,655,895	97,563,921	24,908,026
Reimbursements	-	(7,475,561)	(748,859)	(5,818,488)	(12,081,771)	(17,716,420)	(5,634,649)
Total Appropriation	40,807,989	43,164,672	57,608,930	61,410,474	60,574,124	79,847,501	19,273,377
Operating Transfers Out	1,500,000	2,107,880	-	350,000	1,100,000	-	(1,100,000)
Total Requirements	42,307,989	45,272,552	57,608,930	61,760,474	61,674,124	79,847,501	18,173,377
Departmental Revenue							
Licenses and Permits	227,461	219,434	189,421	276,285	225,000	225,000	-
Use Of Money and Prop	-	532,372	489,064	496,899	405,000	460,000	55,000
State, Fed or Gov't Aid	32,104,839	34,643,589	35,210,113	53,375,891	59,073,483	64,841,304	5,767,821
Current Services	1,541,104	1,602,878	974,794	1,692,106	3,969,000	3,861,805	(107,195)
Other Revenue	392,106	669,322	606,618	2,110,143	321,500	321,500	-
Other Financing Sources	7,777,427	178,849	2,574,236	16,566,901	100,000	900,000	800,000
Total Revenue	42,787,825	37,846,444	40,044,246	74,518,225	64,093,983	70,609,609	6,515,626
Operating Transfers In	-	2,000,000	-	-	1,100,000	-	(1,100,000)
Total Financing Sources	42,787,825	39,846,444	40,044,246	74,518,225	65,193,983	70,609,609	5,415,626
Fund Balance					(3,519,859)	9,237,892	12,757,751
Budgeted Staffing					367.4	386.5	19.1



Salaries and benefits are increasing by \$1,964,995. Of this amount, \$755,099 is the result of incurred costs associated with MOU, retirement, and workers' compensation adjustments. The balance of \$1,209,896 is mainly the result of a proposed net increase of 19.1 in budgeted staffing, which is described below:

- 8.0 contract positions for the Bark Beetle tree removal program were previously approved by the Board of Supervisors as a mid-year item. These positions, which total \$436,000, are completely reimbursable through a grant from the National Forest Service.
- 2.0 positions (1.0 Public Works Engineer III and 1.0 Engineering Tech IV) are being recommended for the Contracts Section due to increased workload caused by additional AB2928 funding. This section currently does not have sufficient staff to oversee the number of construction contracts and therefore must utilize the services of outside engineering firms. Adding these two positions at a cost of \$177,000 would reduce the department's reliance of using private contractors when the need arises.
- 4.5 increase in budgeted staff for two Public Works Engineer's II's and five part-time Public Service Employees. These positions are being requested to create a Public Works Engineer Training program. The purpose of this program is to provide the department with a better trained and larger pool of employees from which to hire future engineers. The cost of this program has been estimated at approximately \$276,000 and will be financed with gas tax funds.
- 6.0 positions are being proposed for a section for Land Development. This new section will be responsible for coordinating development reviews and plan check activities between the various other sections of the department. The additional staff (consisting of 1.0 Public Works Engineer IV; 1.0 Secretary I; 2.0 Public Works Engineer III; and 2.0 Engineering Tech V) is needed to manage the increased workload that is occurring due to rapid growth in the county and is projected to continue for the foreseeable future. The creation of the Land Development section will give developers and staff of the Land Use Services Department one point of contact for development and land use issues. The estimated cost of this additional staff (\$524,000) will be initially financed by gas tax funds. Once this section has been developed and expenses have been identified, fees will be established to offset the cost of this program.
- 2.0 positions (1.0 Transportation Program Manager and 1.0 Transportation Analyst) for the countywide Development Mitigation Plan (DMP). The DMP must be in place by November 2006 as required by the adopted Measure I, which was approved by the voters in November 2004. If the plan is not in place, the county is subject to a loss of gas tax funding for local projects. Current staffing levels are not adequate to develop, implement, program, and prepare/submit reports and updates required for this plan. The DMP is expected to generate revenue that exceeds the current Measure I amounts. These two new positions, at a total cost of \$197,000, will be funded by administrative overhead charges built into the fees charged for each construction permit issued.
- 1.0 Equipment Operator II is being proposed due to increased workload associated with the addition of several roads into the County Maintained Road System. This employee will be assigned to yard 11 located in the Barstow area. The cost of this new position (\$58,000) will be funded by gas tax funds.
- 1.0 Engineering Technician IV (\$90,000) has been transferred from the Flood Control District due to workload demands.
- A net increase of 0.6 extra-help positions (approximately \$25,000) based on anticipated department needs.
- The above increases in budgeted staffing are being partially offset by a 6.0 increase in the vacancy factor. This adjustment, which results in a budgeted savings of approximately \$500,000, is recommended because the new positions identified above will not immediately be filled.
- Costs are also increasing by approximately \$13,000 in 2006-07 for the following proposed reclassifications: Staff Analyst I to Staff Analyst II; Automated Systems Analyst I to Business Systems Analyst II; and Staff Analyst II to Budget Officer.



Services and supplies are increasing by \$22,704,831 based on additional fund balance, revenues, and reimbursements anticipated in 2006-07. The detail of this \$22.7 million increase is as follows:

- \$5,000,000 for several new overlay projects scheduled throughout the county.
- \$4,000,000 for the Roswell Storm Drain project in the Chino area.
- \$1,000,000 for rehabilitation of Institution Road in the San Bernardino area.
- \$6,800,000 for additional work on Fort Irwin Road in the Barstow area.
- \$1,000,000 for additional costs related to the Lake Gregory Walkway project (Crestline area).
- \$5,300,000 for increased risk management charges.
- \$1,500,000 of additional equipment usage charges.
- The above increases are partially offset by decreases for completion of Larrea Road (\$675,000) and Mesquite Road (\$600,000), as well as an \$800,000 reduction in vehicle maintenance costs.

Other charges are decreasing by \$359,353 mainly because of less anticipated Right-of-Way needs for road construction projects.

Land, structures and improvements are decreasing by \$208,000 for a total budget amount of \$530,000. This amount includes \$250,000 to remodel the office and construct an equipment shed at the Blue Jay Yard; \$130,000 for relocating Traffic Operations to the warehouse vacated by Fleet Management; \$50,000 for a cinder storage building at the Crestline Yard; and \$30,000 for the installation of security improvements recommended by the Sheriff's Department.

Equipment is increasing by \$66,000 for a total budget of \$785,500. This amount includes \$270,000 for traffic signal poles at various locations; \$175,000 to purchase video detection systems for traffic signals; \$120,000 for two 3-axle equipment trailers; \$60,000 for six large snow blades; \$50,000 for 25 GPS units; \$20,000 for track system for skid steer; \$15,000 for Slip-In sanding unit; \$15,000 for pneumatic roller; and \$15,000 for crack seal machine.

Vehicles are increasing by \$1,240,000 for a total budget of \$2,767,000. This amount includes the following replacement vehicles: \$645,000 for four 7-yard dump trucks; \$550,000 for two graders; \$475,000 for two multibody (dump/water) trucks; \$250,000 for a loader with attachments; \$250,000 for a 10 wheel dump truck; \$250,000 for a tractor mower; \$150,000 for a snowplow dump truck; and \$80,000 for a steel wheel roller. Also, the Department's 2006-07 budget includes the purchase of the following new vehicles: \$40,000 for two sedans; \$30,000 for a 4-wheel drive SUV; \$25,000 for a 4x4 pick up truck; and \$22,000 for a 1/2 ton pick-up truck.

Lease purchases are increasing by \$515,000 due to 2006-07 being the first full year of principal payments on leases that commenced in 2005-06.

Transfers are decreasing by \$1,059,883 primarily due to completion of one-time funding that was transferred to the Infrastructure Fund for costs associated with two rail road crossing projects (at Wilson Ranch Road and Duncan Road) and a sidewalk project in the Fontana area.

Reimbursements are increasing by \$5,634,649 as detailed below:

- \$1,900,000 from the County of San Bernardino Redevelopment Agency for Cherry Avenue @ I-10 Interchange, Cherry Avenue widening/sidewalk, San Bernardino Avenue left turn pocket, San Bernardino Avenue signal synchronization project, and \$230,000 for median on Commerce Drive.
- \$1,500,000 from Measure I for the Lake Gregory Walkway project and rehabilitation on Pipeline Avenue.



- \$1,250,000 from the department's equipment fund based on hourly equipment usage and replacement charges.
- \$800,000 for Community Development and Housing projects.
- \$240,000 from Regional Parks for the Santa Ana River Trail.

Operating transfers out are decreasing by \$1,100,000 due to suspension of internal transfer to the equipment, maintenance and fuel account. Currently, this account has sufficient funds available to maintain the current level of service and replace aging equipment as needed.

State, federal and other governmental aid is increasing by \$5,767,821 as explained below:

- \$1,500,000 of additional gas tax funds is anticipated.
- \$1,500,000 increase in the county's share of Local Transportation Funds.
- \$6,800,000 of federal funds for next phase of the Fort Irwin Road project.
- \$1,200,000 of federal funds for the Old Waterman Canyon Culvert Repair.
- \$436,000 in grant funds from the National Forest Service.
- The above increases are partially offset by a decrease of approximately \$5,500,000 in federal funds. The department received these funds in 2005-06 for first phase of the Fort Irwin Road project; however the contract for this work was encumbered in 2004-05.

Other financing sources are increasing by \$800,000 resulting from an anticipated increase in proceeds from the sale of surplus equipment.

Operating transfers in are decreasing by \$1,100,000 due to suspension of internal transfer from the equipment, maintenance and fuel account. Currently, this account has sufficient funds available to maintain the current level of service and replace aging equipment as needed.

PERFORMANCE MEASURES		
Description of Performance Measure	Estimated 2005-06	Proposed 2006-07
Average Pavement Condition Index (PCI) of county maintained roads.	75 PCI	78 PCI

Roads are historically high on the concerns of the public. There is a unanimous desire to improve road safety and conditions. The average Pavement Condition Index (PCI) is the standard used for determining the overall structural status of a road. Any road with a grade of 70 or greater is considered to be in very good condition. As a result of lobbying statewide by cities and counties, funding has slowly increased over the last few years allowing the department to raise the overall average condition of county roads where the PCI now exceeds 70. By continuing to appeal for additional road funds and by carefully balancing the type of projects used to repair roads, the department's goal is to continue the gains of the last few years and further improve the safety and condition of county maintained roads.



FEE REQUEST SUMMARY				
Brief Description of Fee Request	Budgeted Staffing	Appropriation	Departmental Revenue	Fund Balance
Applications and Permits See explanation below.	-	226,336	226,336	-
Open Trench Inspections See explanation below.	-	106,876	106,876	-
Encroachment Inspections See explanation below.	-	24,200	24,200	-
Service Connection Inspections See explanation below.	-	20,800	20,800	-
Total	-	378,212	378,212	-
<p>The above increases in fees are necessary to cover the cost of performing inspections and processing applications/permits. These fees have not been increased since 2001. Since that time, costs for completing these services have risen significantly without a corresponding increase in revenues. As a result, the department has had to use a portion of its annual gas tax funds to partially subsidize the cost of these services. Approval of this request would generate enough fee revenues to eliminate this subsidy and allow the gas tax funds to be more appropriately used for assisting the department in accomplishing its goal of increasing maintenance of county maintained roads.</p>				

